



Tow Bitts



THE MOVES OF A DOLPHIN

The newest tug in the Foss fleet, the *Alta June*, was put through its paces Thursday, July 31, in the Tacoma harbor under the expert control of Capt. Rod Meyer. The tug was christened in Oakland August 22 before going into service in Southern California. It is the ninth Dolphin-Class ship-assist tug built by the Foss Rainier Shipyard, the next being the Hybrid Dolphin, due for completion this fall. The *Alta June* is named for **Alta June Barer**, wife of Saltchuk shareholder **Stan Barer**. Photos of the Hybrid Dolphin construction project appear on pages 12 and 13.

HYBRID TUG HELPS FOSS LAND PRESTIGIOUS 'GREEN' AWARDS

Foss received three major "green" awards in June and July, landing recognition from the U.S. Environmental Protection Agency and Southern California ports for developing a low-emission hybrid tug and winning the U.S. Coast Guard's prestigious William H. Benkert "gold" level award for marine environmental protection.

The presentation of the EPA's Clean Air Excellence Award for Clean Air Technology in early June represented the first time a maritime operating company has received the federal government honor. The low-emissions Hybrid Dolphin-

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Green Awards

Foss has stepped up its environmental programs in the last few years, and the Coast Guard, the EPA and the ports of Los Angeles and Long Beach are taking notice. Each recently presented Foss with a "green" award, recognizing development of the Hybrid Dolphin tug and other efforts.

Cover

The Tug, According to Allan

Vancouver, B.C. Naval Architect **Robert Allan**, known worldwide for his designs for Foss and other towboat operators, defines the elements of a good, modern tug and how designs vary for harbor, offshore and escort applications.

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Lessons Learned

Every time Foss experiences a lost-time accident, and following the investigation, everyone in the company receives a one-page document outlining what happened, corrective actions taken and lessons learned. The safety department says the program is making a difference.

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Back to the Oar

Pacific Northwest Port Captain **Steve Kimmel**, a champion oarsman when he was a young man, has returned with a passion to the sport of crew 25 years later. He rows four mornings a week with a club on Seattle's Green Lake and travels as far as Boston to compete.

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Foss Hero

Curt Dawson, a Foss assistant engineer, who jumped into the Columbia River to save a captain's life three years ago, received the Carnegie Medal for bravery recently. It is his second major award, the first being the Coast Guard's prestigious Silver Medal.

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Tow Bitts

Tow Bitts is published quarterly by Foss Maritime for Foss employees, customers and friends. Changes to the Tow Bitts mailing list should be referred to the Marine Personnel office in Seattle, (206) 281-3821/3958. Tow Bitts editor is Bruce Sherman, graphic designer is Barbara Hoberrecht and coordinator of production is Meagan O'Shea, corporate communications coordinator.



Gary Faber, President

Foss Has Always Been Like a Family; Now, We're an Even Bigger Family

As our business grows and evolves, it's important to hold onto and continue emphasizing the things that made us successful in the first place. Some of the obvious ones are the safety and health of our employees, our "Always Ready" philosophy, the high quality of our equipment, our first-rate performance, and our ability to take on the toughest jobs in the most challenging environments.

But ask anyone who has been around here for more than a few years what they view as the company's most outstanding trait, and I'll bet you'll get the same answer from most of them: It's the people.

Plain-and-simply, people at Foss maintain a high level of respect for each other, and at least partly because of that, we work well together. The strong, collegial working relationships between people in our company are embedded in our culture, translate into good relationships with our customers and vendors, and have been a key to our historic success.

We're not, however, the mid-sized, intimate company we were 20 years ago. Through our relationships with Marine Resources Group and our shareholders at Saltchuk Resources, we are part of a growing enterprise with thousands of employees and an impressive portfolio of vessels.

Just as we bring our towing industry expertise, engineering and ship-building skills and other contributions to the Saltchuk/MRG corporate mix, I also see us carrying forward the collegial aspects of our culture. If this company has always been like a family, it is now a bigger family.

The truth is that like most good parents, Saltchuk has generously taken Foss under its corporate wing, providing us with substantial resources to pursue new opportunities.

Take our Dolphin tug construction program at Rainier Yard. We had never built a tug there, let alone a brand new class of tug with a new design and new technology. We identified a need for such a tug by our Hawaiian sister company, MRG took our case to Saltchuk and ultimately gained the financing. The Hybrid Dolphin, due for completion this fall, will be the yard's tenth tug.

The sealifts to Russia's Sakhalin Island are another good example. MRG stepped up with support to sell the project to Saltchuk in spite of the major risks in working with an unfamiliar tax system, unpredictable foreign exchange rates and other challenges of doing business in Russia.

In fact, MRG has supported every business proposal we've ever presented.

Our corporate family is young yet. MRG was formed just eight years ago, and Saltchuk's relationship with us is barely 21. We are bound to grow closer as our family matures, and those strengthening corporate bonds will help generate successes in the same way they have at Foss.

Have you heard this theme before in this space? Change is inevitable. Accept it. Nurture it.

President and Chief Operating Officer

Foss Advances Global Services Business, Safety Goals With New Management Slots and Marine Assurance Team

Foss has implemented changes in its management structure that aim to move the company forward in the global services area, while reinforcing successes in making the safety of people and the environment key priorities.

- **Vince Godfrey**, formerly vice president for sales and marketing for Foss parent company, MRG, joins Foss as senior vice president, global services. He will be the point person in this important growth area.

Reporting to Godfrey will be **Bruce Reed**, vice president, marine transportation, and **Mike O'Shea**, vice president, oil field services.

"Vince has the right skills and energy to bring focus to global services," said Foss President and COO **Gary Faber**. "He is well-respected throughout the tug and barge industry."

Godfrey has 23 years of experience in the tug and barge business and is a graduate of California State Polytechnic University, with an MBA from Pepperdine University.

- **Susan Hayman**, formerly vice president, health, safety, quality and environment, becomes vice president, environmental and corporate development, with responsibility for strategic planning, including environmental initiatives.

"In her new role, Susan will bring a greater focus to our need for more strategic planning as both Foss and MRG address issues of growth," Faber said. "The environmental-initiative portion of her job is a reflection of how important this has become to our business."

Hayman spearheaded the development of Foss' hybrid-powered, low-emissions tug due to enter service this fall.

"That project has brought international attention to Foss and has become a lightning rod, bringing our environmental awareness and profile to a new level," Faber said.

- **Frank Williamson**, formerly

general counsel, becomes vice president, safety, quality and general counsel, with responsibility for compliance issues as well as for developing and implementing safety and environmental programs.

Reporting to Williamson will be director of Health and Safety **Allen Rainsberger**, Quality Assurance Manager **Jim Peschel**, and claims department employees **Susan Evanson**, **Margaret Shephard** and **Cindy Leahy**.

"As corporate counsel, Frank has been dealing with health, safety and environmental compliance issues for 14 years," Faber said, noting that the promotion is "a natural expansion of his current responsibilities."

- **John Marcantonio**, formerly operations specialist, becomes marine assurance manager, leading a new Marine Assurance team being established as part of the operations group. The Marine Assurance team will support Foss mariners in executing safety programs as well as in incident investigation and reporting. (See article on page 4.)

Reporting to Marcantonio will be **Ross McDonald**, manager, security, compliance and contingency planning, and **Kent Salo**, former assistant port captain in the Pacific Northwest who becomes fleet assurance officer. **Skye Rubright**, regulatory analyst, will report to McDonald.

"More than anything else, these moves strengthen the management resources needed to maintain our core values and carry out our mission statement with regard to global expansion, customer focus, and the safety of a world-class work force," Faber said.

"The moves are not so much about where the people are going, but about where the company is going," he added. "We're re-deploying and cementing talent to help move Foss forward in areas embodied by our most important core values."



Vince Godfrey



Susan Hayman



Frank Williamson



John Marcantonio

Group to Provide Day-to-Day Safety Support for Mariners; Team also Assumes Technical Burden for Investigations

With responsibility for safe operation of vessels, compliance with a growing body of rules and regulations, and management of their crews, Foss captains already have plenty on their plates. Should they also be required to become experts in incident investigation and reporting?

“In stepping back and looking at that question, we concluded that we want them to be world class captains,” said Senior Vice President, Operations, **Scott Merritt**. “It’s become apparent to many of us in the company that we should be giving them more support in the area of incident follow-up.”

With that aim, Foss has established a Marine Assurance Group within the Operations Group. **John Marcantonio**, formerly operations specialist will lead the team, working with **Ross McDonald**, manager of security, compliance and contingency planning, **Kent Salo**, fleet assurance officer, and **Skye Rubright**, regulatory analyst.

The Safety Department will continue to be responsible for developing and implementing programs in the fleet, but Marcantonio and his group will support mariners day-to-day with those programs and will back them up during investigations and reporting.

“The role of the Marine Assurance



Members of the new Marine Assurance Group are, from left, **Ross McDonald**, **Kent Salo**, **John Marcantonio** and **Skye Rubright**.

Group is to support our mariners so they can focus on day-to-day operations and not get bogged down on the technical aspects of the Safety Management System and how they conduct investigations,” Merritt said.

“We’re providing captains with some tools, recognizing that they don’t need to be experts in something that they only have to do once in a while,

or hopefully never,” Merritt said.

Formation of the group, according to Merritt, will help Foss continue its effort to operate within its core safety values and vision statement. “It says that we will work together to create a culture where injuries are not an acceptable part of doing business,” Merritt said.

EIGHTEEN FOSS TUGS RECOGNIZED FOR GOOD SAFETY PERFORMANCE

The Chamber of Shipping of America in early June presented Jones F. Devlin Awards to 18 Foss tugs in recognition of their outstanding safety records. Each of the vessels had been operating at least two years without a seafarer suffering a lost-time injury.

Altogether, the winning Foss boats had achieved the equivalent total of 82 years without a lost-time injury.

Foss Devlin Award winning vessels honored by the CSA (and the number of years they have been injury free) were: *Anna Foss* (four years);

Arrow 2 (seven years); *Betsy L* (two years); *Campbell Foss* (two years); *Caribe Alliance* (four years); *Dorothy L. Sylvester* (eight years); *Drew Foss* (two years); *Howard Olsen* (two years); *Jim Moore* (nine years); *Noydena* (three years); *Pacific Queen* (two years); *Pacific Viking* (two years); *Peggy Foss* (two years); *Phillip W* (four years); *Point Fermin* (nine years); *Point Vicente* (nine years); *Sam Foss* (eight years).

Also recognized was the former Foss tug *America* (three years), for service before it was transferred to Boston-based subsidiary

Constellation Maritime last year and re-named the *Orion*. A new Foss tractor tug was christened *America* in February and is operating on San Francisco Bay.

“We are extremely proud of Foss’ safety achievement,” said **Gary Faber**, Foss president and COO. “Safety is the keystone of our company’s culture and the Chamber of Shipping of America awards certainly recognize that.”

The Chamber of Shipping of America is a trade group for ship operators and owners. The Devlin awards were presented in Houston.

'Green' Awards

Continued from Page 1

class tug is under construction at Foss Rainier Yard and is scheduled to enter service in Southern California in the fall.

"EPA applauds the winners of the 2007 Clean Air Action Plan Awards who are helping us deliver healthier air and healthier lives to all Americans," said EPA Administrator **Stephen L. Johnson**. "Their dedication to creating a cleaner tomorrow is truly a breath of fresh air."

In mid-July, the ports of Los Angeles and Long Beach presented Foss with a Clean Air Action Plan Award, in the category of Leadership at the Corporate Level for developing the Dolphin and other environmental initiatives.

"Foss is committed to reducing its carbon and emissions footprints and has undertaken major corporate initiatives to improve the air quality in Southern California," said **Richard Steinke**, Executive Director of the Port of Long Beach, in making the award presentation to Foss.

The Benkert Award, also presented to Foss in mid-July, is the Coast Guard's most prestigious. Company officials accepted the award at a ceremony in San Diego from Coast Guard Commandant **Thad Allen**.

The hybrid tug is an example of what helped Foss earn the award. Other initiatives include voluntarily switching the entire fleet to ultra-low sulfur diesel, using vacuum trucks to remove oily waste from tugs, completing an energy audit and developing an energy management plan for tugs.

In addition, Foss is the first mari-

"EPA applauds the winners of the 2007 Clean Air Action Plan Awards who are helping us deliver healthier air and healthier lives to all Americans."

Stephen L. Johnson



At the presentation of the Coast Guard's Benkert Award were, from left, Coast Guard Commandant **Thad Allen**, Foss Vice President, Environmental and Corporate Development **Susan Hayman**, and President and Chief Operating Officer **Gary Faber**. The award ceremony was in San Diego in mid-July.

time operating company accepted into the EPA's SmartWay Transport partnership for its marine operations.

Foss President and Chief Operating Officer **Gary Faber** said, "The hybrid tug truly embodies our company's core values. Over the 119-year history of our company, this kind of forward-thinking building is what the public, our customers and the industry itself have come to expect from us."

Susan Hayman, vice president,

environmental and corporate development, said, "The company's commitment to the hybrid tug project has been unwavering." She added, "We have developed a tremendous partnership with the ports of Long Beach and Los Angeles in the process."

ALWAYS SAFE

Vancouver Naval Architect Helps Keep Foss on Leading Edge; Firm's Good-Looking Tugs Meet Demanding Requirements

What makes a good tug?

Robert Allan, one of the world's foremost tug designers, spelled out his answer to that question at a recent technical seminar held by Foss in Seattle to familiarize Puget Sound Pilots and some key customers with the company's new equipment.

"The basic tug requirements, as I see it, are that we have to convey the power of the tug and use the power to move a ship or barge or whatever," said Allan, whose Vancouver, B.C., company designed the two newest classes of Foss tugs.

"We have to make sure that's done safely in docking and undocking and to make sure the interface connections are reliable. We also have to provide a safe and comfortable workplace for the crew, and my personal hobbyhorse is that it should be an attractive vessel on the waterfront, and not just some ugly tug."

His success in meeting those criteria is evident in the Foss Dolphin-class tugs – the clean-lined, power-packed harbor boats Foss is building at its Rainier Shipyard in Oregon. Also coming out of the Allan brain trust is the design for the two tanker escort-and-assist tugs Foss has brought into service this year.

Allan said those vessels are part of an energy-driven world-wide building boom for tugs that has produced two- and three-year backlogs in construction yards and pushed prices for new vessels up by about 50 percent over the last two years.

"We're certainly not seeing any abatement in demand," he said. "It's an absolute sellers' market."

Outlining design developments in recent years for different classes of tugs, Allan said advancements in harbor tugs have been characterized by naval architects trying to squeeze a lot of power into a small package while trying to keep costs under control.



Naval Architect **Robert Allan** addresses a technical seminar sponsored by Foss in June.

In offshore operations, conditions are rougher, and risk is higher, adding to the duration of operations, increasing the forces between tugs and ships, and placing greater demands on both crews and equipment.

Designers need to be able to predict how their offshore tugs will perform in any sea state, because customers are very likely to ask whether an operator's vessel is up to the job. The general answer, according to Allan, is that "the modern tug with a high-degree of stability is a pretty safe machine."

Tests have shown that new offshore boats are capable of operating in seas up to 10 meters.

As for escort boats, Allan said, the critical design challenge is address-

ing the need to perform maneuvers at high speed while maintaining stability.

"We are putting these tugs in situations that a generation ago would never have been contemplated," Allan said. Among critical decisions are balancing placement of winches and towing staples so that if a winch system breaks down or any element of the propulsion system fails, the tug will yaw into the line of force of the towline.

"It's difficult to know where that little point of balance is," Allan explained. "Through progressive full-scale and model testing, we are learning a bit more, but in general, one has to err on the side of caution and not push the limit too much."

Switch to New Back-Office System Was Anything But Easy; Financial Software Does ‘Everything We Wanted and More’

Foss Maritime, its domestic subsidiaries and its parent company, Marine Resources Group (MRG), began the cut over to a new accounting system August 1. This milestone is the culmination of a project that was four years in the making and involved thousands of hours of work by dozens of employees and consultants.

MRG CFO **Kirstin Sandaas** said the new system will bring “huge strides” in the way Foss and its subsidiaries manage business processes and communicate with vendors and customers. It also will simplify financial tracking of ocean voyages by tugs, and projects at the Foss Shipyard.

The new system is known as SAP, the initials of the German company that developed and sells it. SAP stands for “Systems Applications and Products,” MRG has nicknamed the project eMRGe (pronounced “emerge”).

The implementation will occur across all MRG domestic companies, starting with Foss and its subsidiaries, (Gulf Caribe Maritime, Constellation Maritime and America Cargo Transport Corp.), and AmNav on August 1, 2008. Hawaiian Tug & Barge and Young Brothers will come on board in the spring of 2009.

Sandaas said the SAP system, in use by more than half of Fortune 500 companies, was selected from several alternatives. The guiding principles in the selection process were that the system had to support all MRG companies, be “scalable” to accommodate growth and acquisitions, not require customization to business processes, and must facilitate consistent processes across all companies.

“Our assessment of SAP was that it could do everything we wanted and more,” Sandaas said.

She said Foss and its subsidiaries were stuck in the dark ages with their former system, which had been cus-



A command center was set up in the *Thea Foss* Conference room at Foss Headquarters in August to deal with user questions and system issues. Around the table, clockwise from lower left, are **Siva Darvha**, consultant, **Mark Robinson**, **Sara Stephenson**, **Renee Dodds** and **Kirstin Sandaas**, all MRG, **Connie Bullock**, Foss, **Tracey Nguyen**, consultant, **Richard Walsh**, MRG, and **Bhanu Gattu**, consultant.

tomized and therefore had not been upgradeable for many generations.

SAP configuration work began in earnest in the Fall of 2007, when Sandaas and her team of 35 representing the MRG companies began working with a consulting firm to develop a “business blueprint,” which detailed the tasks and processes against which the software would be constructed.

In February, the consulting team gave a three-day demonstration of what is referred to as the “Golden Client,” essentially a first-draft of the MRG system. MRG team members first test-drove the revised system in April, an experience that Sandaas said caused “a fair amount of anxiety because SAP has an entirely different look and feel than what they’ve used in the past.”

The decision to go live August 1 was made after it was determined that the system met four requirements: It could pay employees, pay vendors, bill customers and process customer payments. “Everything after that is a road to perfection,” Sandaas said.

One of the biggest advantages for

MRG companies and managers is the new system’s ability to track business processes in real-time. With the old system, financial reports weren’t ready for several weeks into the next month.

Also, because it will provide wider visibility of purchasing transactions by MRG companies, the new system could lead to cost savings. “Since what happens in Hawaii is similar to San Francisco, it stands to reason that they’re using the same supplies with the same type of suppliers,” Sandaas said.

The new system also includes significant changes in the way Foss and other MRG companies will interact with vendors. Among other things, vendors will now have an option to be paid electronically.

The first phase of implementation was limited to MRG and its mainland companies. Honolulu-based Hawaiian Tug & Barge/Young Brothers is scheduled to begin implementing the new system in the spring of 2009. Sandaas anticipates that other Saltchuck companies may consider the use of the program in the future.

Foss Now Distributing ‘Lessons Learned’ After Incidents; New Procedure Aims to Prevent Repeats, Improve Safety

In one incident, after a line handler injured his back while docking a ship in Seattle, the lesson was that line crews should coordinate better and make sure powered capstans are in working order.

After a Bay Area crewmember was hospitalized because he fell on hull stringers in a sand dredge, the lesson was that hand rails should be used at all times and people shouldn’t transit areas with minimal footing for safe passage.

Those are just two of the 45 “lessons-learned” in the last year since Foss management and the Safety Department began distributing them to everyone in the company and its subsidiaries following incident investigations.

Under the system enacted in August 2007, all lost-time incidents are investigated, and following the investigation, a one-page document containing an accident summary, corrective actions taken and lessons learned is circulated through email.

At the discretion of the regional port captain, the lessons-learned system also can be used for incidents that do not necessarily result in lost time, but are OSHA reportable, result in equipment damage, or might affect the company’s reputation.



Foss is now distributing “lessons learned” sheets following investigations. Behind the document are **Romen Cross**, assistant port engineer, fleet support, left, and **Al Rainsberger**, director of safety and health.

Lessons-learned previously were distributed only sparsely and usually only after accidents considered major.

Safety and Health Director **Al Rainsberger** said the new system is helping Foss catch safety issues that might initially seem trivial, but the corrective actions and lessons-learned from the incidents prevent repeats that

could lead to more serious problems.

“I’ve had a lot of positive response to the system,” Rainsberger said. “I think people are really taking the time to read and understand these reports.”

The reports also are being discussed at meetings of regional safety committees, he said.

SAFETY ON DISPLAY AT BARBECUES

Noel Kidd, left, from Sperian Protection sorts through the safety glasses he was giving away, while displaying other safety gear, at the Foss Customer Appreciation Barbecue in Tacoma on August 26. About 150 customers and guests attended the event, and about 300 attended a similar feast two weeks earlier in Seattle. Sperian and other Foss safety vendors were invited to both events to show customers the latest safety products, while demonstrating Foss’s continuing commitment to safety awareness.



Safety Improvements Often Begin with Regional Committees; Projects Can Range from Tow Pins to Technology Upgrades

Engineer **David Allen**, named guinea pig for this man-overboard drill because he's a surfer and skilled swimmer, jumps into the water at Pier 49 in Long Beach, soon to be hauled onto the *Edith Foss* by fellow mariners with a product called a "Lifenet."

The process is a bit awkward, as two and then four men use their weight and strength to hoist the 200-pound Allen. They learn that rescue-and-retrieval devices like the Lifenet aren't necessarily a one-device-fits-all proposition. Depending on the size and fitness of the victim, the type of vessel, the weather and other factors, one might be better than another.

"They also learned that an old fashioned ladder is still a very good system for getting people out of the water," said Foss Safety and Health Director

Al Rainsberger, who attended the drill.

It was all in a day's work for the Southern California Regional Safety Committee, one of four similar groups that meet at least once a quarter to address fleet safety issues. The other committees represent the Pacific Northwest, the Columbia Snake River Region, and the San Francisco Bay Area.

Their projects include everything from evaluating

tow pins to addressing policies and procedures as they relate to safety. On one day, they might be going over proposed technology upgrades or equipment improvements, and on another they might be considering safe ways to handle different types of line.

Each committee has about a dozen members who are captains, engineers, deckhands, tankermen and managers. Rainsberger and Fleet Assurance

Officer **Kent Salo** attend all meetings as non-voting members.

"The number-one goal of these committees is that every mariner have a voice when it comes to the safety issues involved in their work tasks, and that they have a way to get their message to senior management," Rainsberger said. "It also gives us a way to follow up on the issues raised and go back to the fleet with our solutions."

The Regional Safety Committees also share information through the employee web portal, so that when a safety issue is solved by one of them, mariners throughout the company can benefit.

The leaders are Capts. **Doug Hajek** and **Bruce Biddle** in the Northwest, CSR Port Captain **Toby Jacobsen** in Portland, Capt. **Jim Halloran** in Richmond and Tankerman **Randy Miller** in Long Beach.

"We're creating an opportunity for improvement with these committees, but also, they are recognizing hazards and eliminating them," Rainsberger said. "And they're identifying better ways that we can accomplish our work tasks safely."



David Allen is hoisted from the water during a man-overboard drill in Long Beach.



Around the table at a Pacific Northwest Safety Committee meeting were, clockwise from lower right, Port Engineer **Greg Schaut**, Deckhand **Mac Porter**, Engineer **Bruce Crabtree**, Fleet Assurance Officer **Kent Salo**, Senior Customer Service Coordinator **Jim Crowley**, Engineer **Dan Krolow**, Capt. **Doug Hajek**, Red Dog Electrician **Stan Tidyman**, Senior Customer Service Coordinator **Chris Wolf**, Red Dog Manager **Paul Wooden**, Port Capt. **Steve Kimmel** and Engineer **Jack Mulvaney**.

Hybrid Hull Union

Construction of Foss' new low-emissions hybrid tug is on schedule at Foss Rainier Shipyard, with completion planned for November. In the photo at right are New Construction Manager **Tim Stewart**, left, and Superintendent **Tony Silva**, with the hull in the background. The hull sections were assembled June 23 to 27, and the drives were installed on September 8. The yard planned to lift the motor generators onto the boat in late September.



1 The 84,000-pound stern section of the tug, built upside down, is flipped in preparation for transport to the ship ways and union with the rest of the hull.



2 Rainier workers adjust the rigging on the stern section before it is lifted for its short upriver voyage.



3 The distance is only a few hundred feet across the shipyard, but the easiest way to move the stern section is by water.



4 The stern section is moved into position on the ways, where it will be welded to the already-placed bow- and mid- sections.



5 Workers guide the stern for the last few feet, soon to find out that it fit perfectly with its partners.



6 A shipyard worker, on the lift, puts the finishing touches on one of the drive units, installed on Sept. 8.



7 Welders work on the tug's bottom, with a newly installed Z drive in the background.

Port Captain Rows His Way to Fitness and Camaraderie; A Youth Champion, Kimmel Has New Passion for Crew

If you can't find Pacific Northwest Port Capt. **Steve Kimmel** at his desk or supervising a job on Puget Sound, have a look in the engine room.

The "engine room" of a rowing shell, that is.

Kimmel who has been port captain in Seattle since 1993, was a club oarsman for his four years at the U.S. Merchant Marine Academy, and then barely missed qualifying for the Pan-Am Games with the New York Athletic Club, in a boat that lost to a U.S. national team in the 83 trials.

After a 25-year hiatus, the stocky, six-foot-four, 47-year-old Kimmel decided to get back into it last year, joining the masters program at Seattle's Green Lake Crew Rowing Center.

"I had always been thinking of getting back to it, but being a team sport, you have to commit to it, and it takes a considerable amount of time," Kimmel said. "I moved close to Green Lake, and I wandered down there to look. One of the gals on the team grabbed me and introduced me to the team."

So Kimmel practices with his teammates four mornings a week from February to October, usually starting at 5:30, even when it's pitch dark and miserable in the wintertime.

He competes in eight-oared shells, fours, pairs and mixed (with both



Kimmel, right, strokes a four-man shell during a recent practice on Green Lake. Below: **Steve Kimmel**, before a recent practice on Seattle's Green Lake, started rowing when he was a cadet at the U.S. Merchant Marine Academy.

men and women) boats. They row in masters races regionally and last year rowed in the prestigious Head of the Charles Regatta in Boston, an event to which he hopes to return this year.

Kimmel's greatest success in masters competition was at this year's regional championships, when his boats won medals in four out of five events entered. He won a gold medal as a member of Green Lake's mixed-four boat.



His fellow oarsmen and women include lawyers, an architect, Boeing engineers and medical professionals. The oldest team member is a 64-year-old research scientist.

"It's a good way to keep working out—you have to be committed, and you can't blow off practice," Kimmel said.

"There's also a lot of camaraderie. Everyone looks out for one another, and we have a good time doing it."



Paul Hendricks

DOWN THE HATCH

Deckhand Vincent Periera, left, and Southern California Lead Engineer Steve Caldwell stood by on deck Wednesday, August 6, as an engine—the third in just 24 hours—was lowered through the deck into the engine room of the Foss service vessel Piper Inness in Long Beach. The vessel, used to support Chevron in the Pacific Area Lightering zone, now has two new low-emission generators and a new main engine. The installations were scheduled in advance of a routine two-week drydocking at Larson's Drydock. Southern California Port Engineer Jerry Allen is supervising the project.

NEW ESCORT TUGS GO TO WORK

Activities surrounding Foss's new twin escorts were high on the company's recent agenda. The *Pacific Star*, in the top photo, was christened June 16 in Seattle with **Deicy Mathur**, wife of Alaska Tanker President and CEO **Anil Mathur**, as sponsor. With Mrs. Mathur outside the pilothouse is Capt. **Dave Corrie**, one of the training masters for the new tugs. The *Pacific Star* is now at work on Puget Sound. In the bottom photo, the tug *America*, foreground, helps a tanker into its berth at Chevron Long Wharf in Richmond on San Francisco Bay on August 13 after a re-assignment trip south from Puget Sound. The tractor tug *Arthur Foss* is in the background. The two new tugs—each 98 feet long and rated at 6,610 horsepower, were built at J.M. Martinac Shipbuilding in Tacoma and designed by **Robert Allan** of Vancouver, B.C.



Warren Smith



FOSS

SIDNEY FOSS COMPLETES SIX-MONTH CHINA VOYAGE

The ocean-going tug *Sidney Foss* completed a 5,300-mile, six-week trip from northern China to Seattle on August 20, ending a long-distance loop that began when the tug towed a Shanghai-bound barge out of Portland in early February.

Capt. **Steve Robertson**, who commanded the tug during the return trip, said the voyage took the tug and its tow from Liujiagou (about 300 miles north of Shanghai), through the Korean Strait, up the west coast of Japan, and through the Tsuguru Strait into the Pacific.

The tug then followed the great-circle route to Dutch Harbor, Alaska,

where it stopped for fuel and groceries.

"It was a good trip—there were some challenges—but the crew performed very well," Robertson said. Among the challenges was a storm in the Gulf of Alaska with winds 40 to 50 knots and seas 20 to 25 feet, which the tug weathered with no damage.

Beginning last February, the first leg of the long voyage took the *Sidney* and a new barge to Long Beach, where it delivered a dredge used by Foss during the Sakhalin Island sealifts. After delivering the barge to Shanghai, the tug was on standby in Korea, where it was met by Robertson and his crew on June 24.

They proceeded to Liujiagou, where they waited for 13 days at anchor and four days at the dock. Only the cook, a Guatemalan, was permitted to leave the tug.

The return cargo included two deck barges with an oil barge stacked on each. They were delivered to Vancouver for Seabridge Marine.

In addition to Robertson, members of the *Sidney* crew were Chief Mate **Chuck Hammer**, Second Mate **George Bold**, Chief Engineers **Russ Barker** (to Dutch Harbor) and **Dave Atkins** (Dutch Harbor to Seattle), Able-Bodied Seamen **Tim Gleeson** and **Jim Garmoe** and Cook **Hugo Padilla**.

Second Double-Hulled Tankbarge Pumping in Long Beach; Working with Dolphin Tugs is Good for Maneuverability

Foss in Long Beach took delivery of its second double-hulled tankbarge recently and is now using the environmentally friendly, high-tech vessel for high-speed bunkering of tankers, container ships and other cargo ships.

The FDH 35-4 is the second of three double-hull barges being built for the Long Beach fleet by Orange Shipbuilding in Orange, Texas, with the last scheduled for delivery the first of the year. Foss also has four double-hull tankbarges on San Francisco Bay, giving the company the largest double-hull fleet on the West Coast.

Southern California Tankbarge Manager **Ron Costin** said the new barge is hitting pumping rates of 750 metric tons per hour, using 14-liter, turbo-charged Series 60 Detroit Diesel pump engines that deliver 450 horsepower. The engines meet Tier 3 environmental standards.

The barge also has closed-loading vapor processing systems that meet all requirements of the South Coast Air Quality Management District.

Costin described the new barge as “really well-made and state-of-the-art.” It also features automated cargo and gauging systems and is equipped with a 120-foot cargo hose and a 75-foot



Tony Russo of Chevron Global Marine Products follows tradition and chawks a goodwill message on the deck of Foss's newest tankbarge after its christening on August 6 at Pier 49 in Long Beach. Observing in the near background are, from left, **David Hill**, Foss vice president, harbor services, barge sponsor **Wendy Verduzco** of Chevron Global Marine Products and **Brent Austin** of Chevron USA.

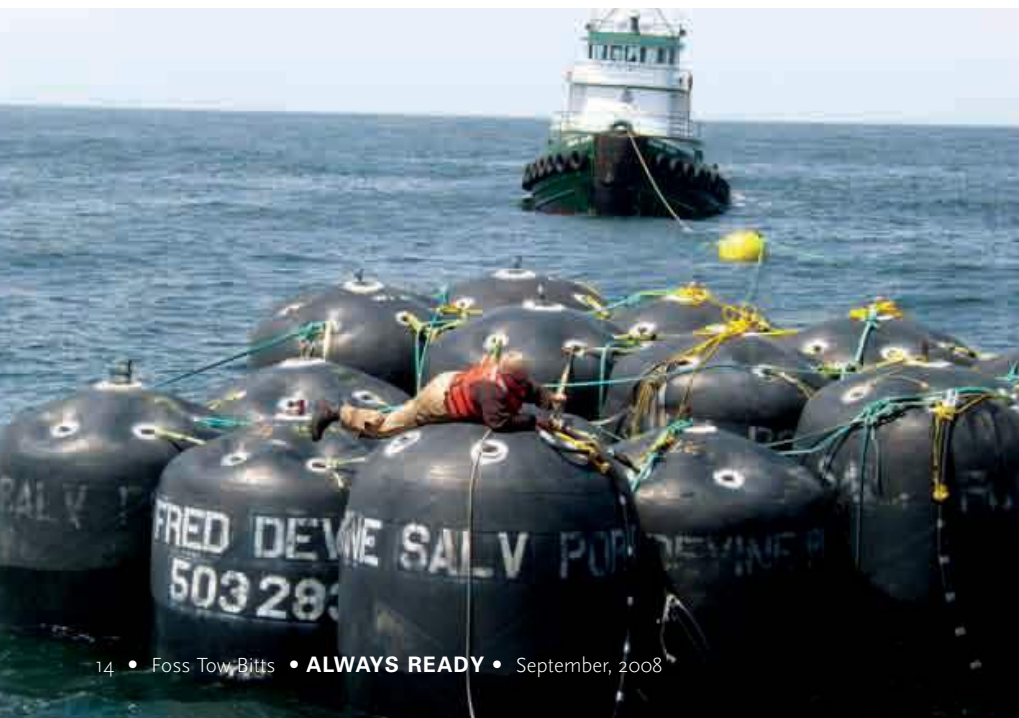
crane capable of reaching the decks of big ships after they have discharged cargo and are riding high.

It also has mooring winches that are equipped with plasma lines for ease of handling.

“In conjunction with our new Dolphin-class tugs, we have a lot of maneuverability in moving these barges,” Costin said. “Our customers really like them.”

In late August, Foss was planning to implement automated billing that would enable documents to be emailed from the barges to the office.

Foss has 18 certified tankermen in Southern California, some with up to 30 years of experience. Costin said the crews were included in the planning process to make the new barge more user-friendly and efficient.



HOWARD OLSEN HELPS RETRIEVE WAVE BUOY

The Foss tug Howard Olsen assisted as an employee of Fred Devine Salvage worked with the rigging on “lift bags” used to float a portion of an experimental electricity-generating wave buoy that sank last October off Newport, Ore. The buoy had been deployed by Oregon State University and was salvaged in two pieces in July. Howard Olsen crewmembers during the two-week salvage job included Captains Darren Olsen and Dan Riser, Mate Bob Vollmer, Able-Bodied Seamen Robbie Ackerman and Curt Dawson and AB/Cook Eli Waer.

Dawson Wins Carnegie Medal for Risking Life to Save Captain

Curt Dawson, a Foss crewman who helped save the life of Capt. **David Schmelzer** after their tug capsized at the Port of Astoria on Dec. 3, 2005, recently was awarded a prestigious Carnegie Medal for bravery.

Dawson was one of 26 individuals from the United States and Canada who were named recipients of the medal, awarded to those who risk their lives to an extraordinary degree while saving or attempting to save the lives of others. Seven awardees lost their lives in the performance of their rescue acts.

The heroes announced recently bring to 48 the number of Carnegie awards made to date in 2008 and to 9,199 since the Pittsburgh-based Fund's inception in 1904. Each of the awardees or their next of kin will also receive a grant of \$6,000.

Throughout the 104 years since the Fund was established by industrialist-philanthropist Andrew Carnegie, \$30.6 million has been given in one-time grants, scholarship aid, death benefits, and continuing assistance.

Dawson was at the top of the list of recent awardees. Schmelzer, 67, was the captain of the Foss tug *Tiger*, which was towing a barge on the Columbia River at night.

The tugboat capsized in the swift ebb-tide current and floated upside down and partially submerged. Dawson, 47, assistant engineer, was working as a deckhand on the barge and witnessed the accident.

Minutes later, he saw Schmelzer, unconscious, float toward the surface of the water alongside the barge. Although both the barge and the tugboat were then adrift, Dawson, fully attired, jumped five feet down into the river, despite the coldness of the water and limited visibility in the darkness.

He swam to Schmelzer, grasped his jacket, and pulled his head above water. Realizing that they were being carried away from the barge, Dawson



Curt Dawson, with the Coast Guard Silver Lifesaving Medal he received last year.

started to swim back to it, Schmelzer in tow.

A deckhand threw a line to Dawson and pulled the men to the side of the barge. With another man holding him, the deckhand leaned over the side of the barge, grasped Schmelzer, and with others worked with Dawson for several minutes to try to lift him to the barge deck.

Cold and becoming numb, Dawson climbed and was aided from the water back to the deck. A bar pilot helicopter responded soon and lowered a sling that was used to lift Schmelzer from the water. He was taken ashore and then to the hospital, where he was admitted for treatment. Dawson also was taken to the hospital, where he was treated for cold-water immersion. Both men recovered.

Last year, Dawson also received a Silver Lifesaving Medal for his actions. The Silver Lifesaving Medal is one of the Coast Guard's highest and rarely-presented honors.



HANDS UP!

Jim Mossman rigs up a howitzer artillery piece—one of five shipped through Foss Terminal in Seattle on July 10 and 11—so that it can be lifted onto a flat-bed truck and hauled to a military base in California. The howitzers, each 24 feet long and weighing nearly 16,000 pounds, were carried to Seattle from Okinawa on the Coastal Transportation ship Coastal Venture. A small crane and an airplane cargo-loading ramp also were part of the shipment. John Tarabochia was the Foss crane operator and Terminal Manager Spencer O'Grady supervised the operation.

Beauty Treatment for Sea Devil at Foss Shipyard; Cutter Assigned to Protect Submarines at Bangor Base

Foss Shipyard dealt with a tricky drydocking job and Seattle's lousy early-June weather to successfully complete remedial painting work on the new Coast Guard cutter *Sea Devil*, spiffing up the vessel in advance of its commissioning Friday, June 20, at Naval Base Kitsap-Keyport.

The *Sea Devil* will be assigned to the Coast Guard's Marine Force Protection unit in Bangor, enforcing protection zones for submarines leaving and entering Puget Sound. The 87-foot boat carries a crew of 10 and is capable of more than 25 knots.

The commanding officer is Lt. j.g. Alanna Kaltsas, a 2005 U.S. Coast Guard Academy graduate from Cortlandt Manor, N.Y.

Foss Project Manager Van Vorwerk said the boat's light, 3/16-inch steel hull is somewhat delicate and is usually drydocked with a cradle to insure the weight is evenly distributed. Lacking one, shipyard workers built a special set of blocks to support the cutter.

Vorwerk described the paint job, which took quite a bit of extra effort, as "somewhere between what we'd do on a fishing boat and a yacht—it



The newest addition to the Coast Guard's fleet, the 87-foot cutter *Sea Devil*, was drydocked at Foss Shipyard for two weeks in early June for a beauty treatment in advance of its commissioning Friday, June 20, at Naval Base Kitsap-Keyport.

Van Vorwerk

looks really great and the customers were extremely pleased with it." Areas painted included the freeboard and the bottom.

The Coast Guard provided all new peel-and-stick logos, names and numbers. The yard encapsulated the boat

with plastic to protect the environment and to keep the relentless rain from stopping production.

Foss' customer was Bollinger Marine Fabricators of Louisiana, the builder. Guy Hall was the ship repair superintendent overseeing the project.



BOUND FOR THE ARABIAN GULF

A high speed patrol boat bound for the nation of Oman in the Middle East was loaded on the cargo ship El Faro in early July in Beaumont, Texas. The voyage was part of a cargo service operated by Foss subsidiary America Cargo Transport (ACT) between ports on the U.S. Gulf and East Coast and the Arabian Gulf. The El Faro, under charter to ACT, is owned by Sea Star Line, which is part of the Saltchuk group of companies. Saltchuk also owns Foss parent company Marine Resources Group. A ship owned by Totem Ocean Trailer Express, another Saltchuk company, also has been used in the service, which carries both military and commercial cargo.

FINAL VOYAGE

The Arthur Foss, foreground, and Marshall Foss towed the old guided missile cruiser Horne out of Richmond, Calif., on June 26, handing it off to a Navy tug that took it to Hawaii to be used for target practice. Last February, Foss towed the ship from the Suisun Ready Reserve Fleet to Richmond to be prepared for scuttling. The Horne was built in San Francisco in 1962. The warship was deployed overseas 14 times, including trips to Vietnam and the Persian Gulf. The Foss representative on the ship during the tow from Richmond was Capt. Mike Peery. Captains of the Marshall Foss were Mike Wark and Steve Cushman, and Capt. Paul Sweeney was in command of the Arthur.



Warren Smith



SUCCESSFUL ROCKET DELIVERY

These two Delta IV rockets are on the pier at Cape Canaveral after being carried to the facility by the Foss ship Delta Mariner from a Boeing factory in Decatur, Ala. Loading at the Alabama factory started on July 3 and the ship arrived at the Cape on July 12. The voyage marked the 15th rocket delivery by the 312-foot Delta Mariner since it went into service in 2000. It went off without a hitch," said **Dean White**, Delta Mariner marine superintendent. The rockets are about 160 feet long, 16 feet in diameter and weigh about 70 tons each. The Delta Mariner is operated by Foss subsidiary Gulf Caribe Maritime.





A 270-foot-tall fisheries enhancement structure is under construction above Round Butte Dam in Central Oregon. Harbor Marine Group is providing naval architecture services for the project.

Harbor Marine Group Delivers Specs for Alaska Ferry Job; Construction of Fisheries Project Begins in Central Oregon

Foss division Harbor Marine Group (HMG) completed technical specifications and drawings for the refurbishment of Alaska state ferry *M/V Tustumena* in August.

The project includes installation of accommodation-ladder handling cranes, upgrades of electronics, refurbishment of piping systems, replacement and renewal of weather doors, refurbishment of public spaces, installation of a deluge type sprinkler system for the vehicle deck and installation of guardrails and barriers for the vehicle elevator.

The project was recently advertised for shipyard bids and work is expected to start in November.

The *Tustumena* project was performed in collaboration with The Glostén Associates of Seattle. HMG Director **David Dumont** described it as “the start of a working relationship for consulting projects, and an extension of the long-standing relationship with The Glostén Associates in supporting Foss Maritime with naval architecture and engineering services.”

HMG is also teaming with The Glostén Associates and Beacon Professional Services to submit proposals for future projects for the Alaska Marine Highway System.

In other HMG activity, construction of a fisheries enhancement project is underway in Lake Billy Chinook,

above Round Butte Dam on the Lower Deschutes River in Central Oregon. HMG is performing naval architecture services to Dix Corporation of Spokane, which is building the “selective withdrawal structure.”

Construction of the components of the 270-foot-tall structure is expected to be complete this fall, with HMG scheduled to be on site during the lowering of the structure to its operating position.

In addition to these projects, HMG has added Naval Architect **Ali Motevaselani** to its staff and is looking to add additional engineers to the team this fall.

Foss Tugs Go to Work For Fourth Bridge 'Float Out'

Foss in early August helped pull the Hood Canal Bridge replacement project toward completion with the tow of the last two of fourteen pontoons from their construction site in Tacoma to Todd Pacific Shipyard in Seattle.

The tugs *Shelley Foss* and *Benjamin Foss* each guided one of the concrete behemoths on the long, slow overnight journey Aug. 3-4. It took about 20 hours, instead of the normal three, because speed was kept at two knots or less to avoid damaging the pontoons.

One of the pontoons weighed 6,200 tons and was 360 feet long, and the other was 5,725 tons and 325 feet long. Each is 60 feet wide and 18 feet tall. They were built together at Concrete Technology in Tacoma, in a graving dock that was flooded before the tow.

In Seattle, the pontoons will undergo outfitting and assembly work before being joined with others. The bridge replacement is scheduled for May-June 2009.



The *Shelley Foss* tows a pontoon out of the Blair Waterway

The August operation was the fourth "float-out" of the bridge pontoons at Concrete Technology. Foss also participated in the other three.

Members of the crews were:
Shelley Foss. Capt. **Herb Metz**,
Second Capt. **Shawn O'Connor**,
Chief Engineer **Carl Balke**, Deckhand
Bill Cross and Cook/Deckhand

Rebecca Wood.

Benjamin Foss. Capt. **Blaine Hall**,
Second Capt./Mate **Ed Surber**, Chief
Engineer **Cleve Mael** and Cook/
Deckhand **Rocky Rauch**.

The *Peggy Foss*, manned by Capt.
Ken Wick and Deckhand **Daryl
Crabtree**, helped the pontoons out of
the graving dock.



HONORED FOR INGENUITY

Fleet Engineering Manager **John Barrett**, center, recently received the Sea Warrior Award for operational excellence within the MRG family of companies. The award was presented at the MRG 2008 Leadership Summit at the Semiahmoo Resort in Blaine, Wash. With Barrett in the photo are Foss President and COO **Gary Faber**, left, and MRG COO **Steve Scalzo**. Barrett recommended improvements to EMD main engines that included installation of low-emission fuel injectors. This brought them up to EPA Tier 1 equivalent standards and in line with future California regulations. This resulted in significant emission reductions as well as delaying the need to repower the boats. The tugs involved were the *Keegan Foss*, *Arthur Foss*, *Point Vicente*, *Point Fermin* and *Richard Foss*.

It was a 'Summer of Security' at Foss Maritime; Company Remained Steadfast through Audit, Two Drills

June and July were busy months for Foss on the security compliance front. The company completed its annual security audit, participated in an unannounced security exercise in Southern California, and had the King County SWAT team conduct a practice boarding on the *Craig Foss*.

The annual security audit was conducted June 16 - 20 and included vessels from both the Pacific Northwest and the Columbia Snake River regions.

"The outside auditor was very impressed with the Foss crews' knowledge and understanding of the security requirements," said **Ross McDonald**, Foss manager of security, compliance and contingency planning.

The auditor's report said, "The company has written an excellent security plan, and established an effective administrative organization for that plan, and the vessel audits conducted as a sampling showed an exceptional degree of individual vessel and crew compliance with the security plan."

Southern California personnel showed during a U.S. Coast Guard exercise on June 24 that they were also well prepared for a security event, McDonald said. The exercise was staged in both the Ports of Los Angeles and Long Beach and included real-time responses by law enforcement and fire



King County SWAT officers assaulted the *Craig Foss* during a security drill July 8.

agencies to simulated bombings.

In addition to the Coast Guard, participants included the FBI, Customs and Border Protection, Immigration and Customs Enforcement, Los Angeles County Sheriff's Department, Los Angeles Police and Fire Departments, Long Beach Police and Fire Departments, Los Angeles Port Police, Ports of Los Angeles and Long Beach along with the maritime industry.

All Foss tugs and barges were quickly secured and security watches put in place.

"The customer service center did a great job at communicating to the

crews, managers and the company security officer," McDonald said. The drill lasted for two days and included security inspections by the Coast Guard of five tugs and one barge. Every one passed the inspections with no deficiency noted.

Foss hosted the King County Sheriff's Office SWAT Team July 8 for maritime interdiction training. The training utilized the *Craig Foss* at the Seattle terminal and simulated boarding from a helicopter, securing the vessel and conducting a search for a suspect.

SCALZO WINS PUGET SOUND MARITIME ACHIEVEMENT AWARD

Steve Scalzo, chief operating officer of Foss parent company MRG, was named the 2008 winner of the Puget Sound Maritime Achievement Award May 2 at the annual Maritime Festival luncheon sponsored by the Propeller Club of Seattle.

The luncheon was held aboard Norwegian Cruise Line's *Norwegian Pearl*. In its 57th year, the gathering celebrates the local maritime industry and the thousands of jobs it provides for the region's economy.

Scalzo joined MRG in 2005 after 30 years at Foss, including the last five as President and CEO. He moved up through the company as port captain, general manager of marine operations and senior vice president of operations.

Before joining Foss, Scalzo served as a ship's officer for Chevron Shipping Co. He is a graduate of the U.S. Merchant Marine Academy and received an MSC and masters degree in law and commerce from Gonzaga University.



Steve Scalzo receives the Maritime Achievement Award from Saltchuk Resources shareholder Stan Barer. Saltchuk owns Foss parent company MRG.

TAKING THE LONG ROUTE

A bulky piece of manufacturing equipment bound for the planned Suncor Hydrogen Plant at Fort McMurray, Alberta, Canada, was unloaded from the Foss barge Seattle, tended by the pusher tug Lewiston, in Lewiston, Idaho, on July 21. The shipment originated in Vancouver, B.C., and was barged by a Canadian company to Bellingham, where it was transferred to the Seattle on July 16 and towed to Vancouver, Wash., by the Halle Foss. (The Halle was on the way back to the river from a trip to Valdez.) The Lewiston, currently under charter to Tidewater Barge Lines, then towed the load to Lewiston, where it began an over-the-road trip to the border town of Sweetgrass Montana and back into Canada. The cargo and trailer, which was too big to move over roads in urban, western B.C., weighed 220,000 pounds and measured approximately 150' by 14'. Members of the tug crews were: Halle Foss' Captain **Ray Freel**, Mate **Ben Hartley**, AB's **Bert Little** and **Dustin Everson** and cook **Tim Michaelson**; Lewiston. Captains **Dane Howard** and **Kelly Bonnin** and deckhands **Aaron Troutman**, **Kyle Erceg** and **Matt Holland**. Foss' customer was Dargas Shipping, based in Vancouver, B.C.



Foss Ahead of Schedule In Meeting TWIC Deadline

Virtually all Foss mariners had their federal Transportation Worker Identification Credential by early September, more than six months ahead of the April 15, 2009, U.S. Coast Guard deadline.

Ross McDonald, Foss manager of security, compliance and contingency planning said the few remaining mariners without TWIC cards have applied and will receive them soon. "This assures that all of our employees will continue to have the proper credentials to serve our customers," he said.

After April 15, 2009, the Coast Guard will not issue a merchant mariner credential to an applicant who does not hold a valid TWIC.

For unescorted access to secure facilities the compliance date for a TWIC Card is even sooner. Compliance will be set for three zones as of October 15, 2008: Northern New England, Boston, and Southern New England. This is for unescorted access to secure areas of facilities only, and will not be mandated for all mariners until April 2009.

The expected compliance dates for facilities at other ports are;

- October 31, 2008. Buffalo, Duluth, Detroit, Lake Michigan, Sault Ste. Marie.
- November 28, 2008. Corpus Christi, Port Arthur, North Carolina, Cape Fear River.
- December 1, 2008. Long Island

Sound, Charleston, Savannah, Jacksonville

- December 30, 2008. Baltimore, Delaware Bay, Mobile, Pittsburgh, Ohio Valley, Lower Mississippi River, San Diego, Hampton Roads, Morgan City, New Orleans, Upper Mississippi River, Miami, Key West, St. Petersburg.
- February 2009. Honolulu, Southeast Alaska, Prince William Sound, Western Alaska, Puget Sound, Portland (Oregon), San Francisco Bay.
- March – April 2009. New York, Guam, Houston/Galveston, Los Angeles/Long Beach, San Juan.

ALWAYS READY

Four Are Winners of Scholarships for Employee Children

Three youngsters from Northern California and one from the Puget Sound area recently were named winners of Foss Scholarships for children of employees. Two of the winners are identical twins. They are **Ellen** and **Claire Sweeney**, daughters of San Francisco Bay Capt. **Paul Sweeney** and **Laurie Sweeney**.

Ellen Sweeney is a graduate of River Valley High School in Yuba City and will be a freshman this year at the University of California, Davis, where she plans to major in chemistry. She was a member of her high school swim team.

Claire Sweeney is a graduate of Yuba City High School and will be a freshman this year at the University of California, Santa Cruz, where she plans to major in business. In high school, she was captain of the tennis team, was on the swimming team and played in the orchestra.

Steven Pearson, son of Tankerman **Tracy Pearson** and **Patricia Pearson**, is the third Bay Area winner. He is a graduate of Etna High School and will be a freshman this year at the University of California, Santa Cruz, where he plans to major in history. He is an avid

guitar player, wrote for the school newspaper and acted in the school play.

Cullen Walsh, son of Senior Business Analyst **Richard Walsh** and **Alice Rolph**, is the winner from the Puget Sound area. He is a graduate of Kamiak High School in Mukilteo and will be a freshman this year at the University of Washington, where he plans to major in computer science. During high school, he played and refereed soccer, enjoyed computer programming and was a National Merit Scholarship commended



Ellen Sweeney



Claire Sweeney



Steven Pearson



Cullen Walsh

GOLFING FOR CHARITY

Foss Vice President, Harbor Services
David Hill takes the mike to announce that this year's *Towboat Invitational Golf Tournament* raised a record of nearly \$300,000 for the *Heart Institute at Virginia Mason Hospital* in Seattle and *Boys and Girls Clubs of Southwestern Washington*. About 260 customers, vendors and friends, the most ever, participated in the event July 28 at the *Golf Club at Newcastle*, sponsored by *Foss, Sause Bros. and Harley Marine*. Activities included golf, a reception and live and silent auctions.



HAULING IN THE HARDWARE

*Keith Schermerhorn of Bellingham, Wash., navigated his single-screw, open-rudder tug Liberty to victory in the 2008 Foss Cup Radio-Control Tugboat Competition August 16 at Downtown Park in Bellevue, Wash. Schermerhorn won out over competitors with much more sophisticated drive systems, including twin screws, Z-drives and Kort nozzles. Twenty-Nine skippers from the West Coast, British Columbia and one from England navigated their tugs and barges through an obstacle course and performed docking and salvage procedures. Judges included retired Foss Capts. **Andy Andrews** and **Jim Martin**. The Foss cup is sponsored by Foss Maritime and the Northwest Radio-Controlled Ship Modelers.*



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By *Byrd Baggett*

PEOPLE NEWS

NEW EMPLOYEES

Jessica Henneman
Claims Assistant

Brian Knight
Customer Service Rep, CSR

Mike Lauer
Mgr, Business Development and Plan Analysis

Colette Lowe
HR Assistant

Ali Motevaselani
Consulting Naval Architect

Jereme Ruhl
QA/CAD Engineer, Rainier

Chris Springer
Administrative Port Captain, Seattle

Anna Yabes
Accounts Payable Assistant

PROMOTIONS

Bill Fiamengo
Assistant Foreman to Superintendent, Ship Repair, Seattle Shipyard

Laura Rosenberg
Operations Administrator, San Francisco to Administrative Port Captain for the San Francisco region.

RETIRED

Warren Lamberton
Marine Transportation Cook

PASSINGS

Les Nybold
Retired Chief Engineer, PNW

Steve Harsh
Deckhand/Engineer, PNW



Mike Walker

SAUVIE BRIDGE HEADS FOR SCRAP HEAP

On Friday August 8, with the tugs Jim Moore, right, and PJ Brix, left, Foss moved the 120-foot center section of the old Sauvie Island Bridge up the Multnomah Channel toward Portland, where it was cut up and sold for scrap. Foss' customer on the job was Dix Corporation of Spokane, which is the transportation subcontractor on the bridge project. Dix used jacks to lower the bridge section onto the barge. On the PJ Brix were Capts. **Guenter Eckardt** and **Doug Cody**, with deckhands **Ken Aman** and **James Green**. On the Jim Moore were Capt. **Don Butcher** and Deckhand **John Munson**. Foss used the Earl H as a safety boat, with Capt. **Brad Warner** and Deckhand **Clyde Montgomery**. Regional Operations Manager **Mike Walker** and Port Captain **Toby Jacobsen** coordinated the operation.



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